

ARUBA



Lago Oil & Transport Co., Ltd.

Aruba, Netherlands Antilles

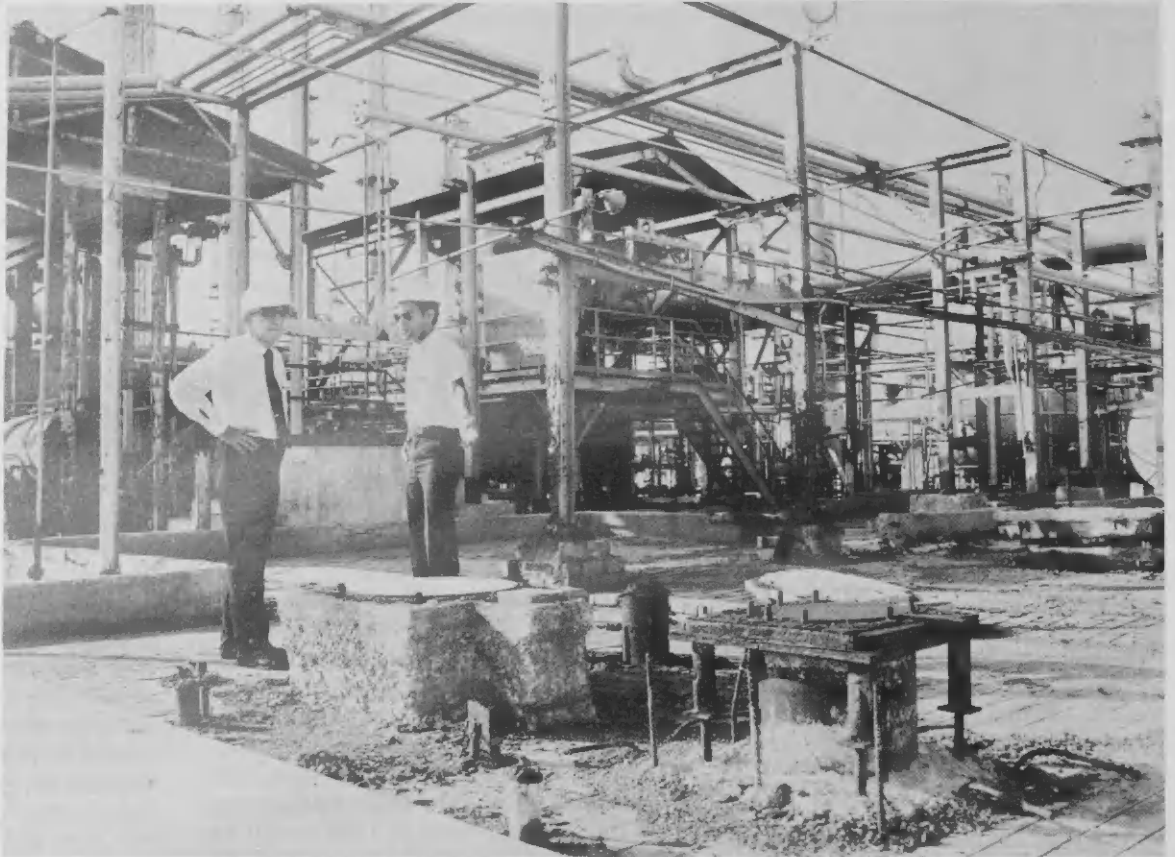
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Reflecting Management's commitment to improve the general appearance of the refinery complex, Lago's President Jerry Golden is seen here with Nelo Emerencia, the CLEAR Administrator, while overlooking the Alky Plant area. This is one of the areas, which will be tackled in Lago's new housekeeping effort.



Reflehando gerencia su compromiso pa mehora e apariencia general di un complejo di refinaria, Lago su Presidente Jerry Golden ta ser mirá aki cu Nelo Emerencia, e Administrador CLEAR, mientras su nan ta observa un area di Alky Plant. Esaki ta uno di e areanan cual ta ser tratá den Lago su esfuerzo nobo di limpieza.



Nelo Emerencia Ta Envolve Gerencia y Empleado Den Poliza Nobo di Limpieza

For di promer parti di Juni, Nelo Emerencia a cuminsa un asignacion special como Administrador CLEAR (Clear Environs Aruba). Su responsabilidadnan lo encerra e desaroyo, implementacion, supervision y encargo di un programa pa mehora e apariencia general y eficacia di limpieza pa henter e complejo di refinaria. Den e funcion nobo aki, Nelo lo reporta directamente na e Gerentenan di Process y Mechanical, y lo traha conhuntamente cu supertintendente nan di division den ambos departamento. E establecimiento di e posicion aki ta refleha Gerencia su reconocimiento y necesidad percibi pa haci mehoracionnan substancial den e calidad di lugar di trabao.

Manera Nelo ta splica, tin dos factor-clave den e programa aki cual ta haci diferente for di e "programa nan di limpieza" den pasado.

Primeramente, tin un compromiso di Gerencia pa enfatiza y apoya lim-

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Lago Annuitants' Monthly Income Gets Boost Under Company's Annuity Supplement Program

Together with their retirement check of July 1, 1980, Lago's 1500 annuitants received a letter from Lago's President G. E. Golden announcing the approval of another Annuity Supplement Program which will increase their monthly income. In connection with this post-retirement annuity supplement — Lago's tenth since 1971 — we asked President G. E. Golden some questions :

Q. Mr. Golden, much is written and said these days about the effects of inflation on the income of annuitants. How does Lago view this problem ?

A. This is a problem for anyone who must live on a relatively fixed amount of income. It is a problem faced in just about every country and there are no simple solutions.

Clearly, it is a problem requiring the effort of the government, the employer and the person himself.

The government has not only to confront the conditions that are work-

ing to stimulate the inflationary spiral but also to establish a national program of old age benefits that take inflation into account. In the Netherlands Antilles the Government's program does respond to movement in the cost of living index.

The individual should build into his personal retirement planning the recognition that inflation will probably continue during his retirement years. With this in mind, one should plan ahead while one is still employed, to increase financial security during the retirement years.

As for Lago itself, we recognize that pension income is reduced by the inflation in the same manner as wages. This is one of the reasons we improved the pension plan last year so that pensions now are based on an employee's earnings' level near the end of one's career rather than on the average over a career. This means that inflation at least to

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J. C. Hermans



J. C. Croes

Hermans, Croes Promoted in Process-HDS June 1

Effective June 1, 1980, Juan C. "JC" Hermans was promoted to Process Foreman and Juan C. Croes to Shift Supervisor in the Process - HDS Division. With his promotion, Juan Croes has become a management member.

JC has almost 35 years of service with Lago, having started as a Lago Vocational School apprentice in 1945. His first job after graduating was as Process Helper in Process - Acid & Edeleanu where he has spent most of his career.

After advancing to Assistant Operator in 1957 and to Operator in 1965, JC was promoted to Shift Foreman in the Acid & Edeleanu Plant in 1967. A promotion in 1969 made him Maintenance Coordinator in the Refining Division. In 1973, following a short acting assignment as Mechanical Supervisor in Mechanical - M&C, he transferred to Process - HDS as Maintenance Coordinator. Since 1978 he has been acting Process Foreman. In this function, JC is responsible for the HDS South Area, which includes the Vacuum Pipestill, Sulfur Plants, MEA units, SWAR units, sulfur handling facilities, West flare, the FSAR unit and the Deaerator.

JC has followed many Lago-sponsored courses including Process Training, Effective Management, Kepner-Tregoe, CPM, Gas Testing and Fire Training Courses.

JUAN CROES, as acting Shift Supervisor, has worked in all areas of the HDS Division. He has been with Lago since September 1948. In 1952,

he graduated from the Lago Vocational School and was assigned to the Mechanical - Machinist Division where he advanced to Machinist A in 1961.

He transferred to Process - Light Ends Division in 1965 where he successively worked as Levelman and Assistant Operator until transferring to the HDS Division in 1970 where he became an Operator. Since 1977, he has been acting in the position of Shift Supervisor.

Juan has followed the Fire Training and Scott Airpak Training Program.



Omar Booi Leaves for ER&E On Temporary Assignment

On June 16, Omar R. Booi, an Engineering Associate in the Economics & Planning Division of the Business Planning & Supply Department, began a temporary assignment with Exxon Research and Engineering Company in Florham Park, New Jersey. Omar, who is accompanied by his wife Cisca and their two children during his six to eight month assignment, is currently working on the Lago Heavy Crude Processing Study at ER&E's Planning Engineering Division.

A Chemical Engineer with a Master's degree from the Delft University in Holland, Omar has been working with Lago since May 1972. He has worked in Technical - Process Engineering Division on the Vacuum Pipestill, Gofiners, Hydrofiners and Hydrogen Plant as a Contact Engineer, and in energy studies on the refinery's principal units while in the Energy Conservation Division between 1975 and 1976. He also worked on various projects in the Project Development Division, and since 1978, he has been working in the Economics & Planning Division where he has developed the design basis for the Utilities Upgrade Project, and where he worked on other significant project evaluations.

Before becoming an Engineering Associate in January this year, Omar had been a Senior Engineer since 1976.



Omar Booi and his wife Cisca and children Nicole and Marc prior to their departure to New Jersey where Omar begins an assignment with ER&E.



Omar Booi y su esposa Cisca y nan yunan Nicole y Marc promer cu nan blabhe pa New Jersey caminda Omar ta cuminsa un asignacion cu ER&E.

Entrada Mensual di Pensionista di Lago Hiza Bao Lago su Programa di Suplemento di Pension

Hunto cu nan check di pension di 1 di Juli 1980, Lago su 1500 pensionistanan a recibi un carta for di Presidente di Lago Sr. G. E. Golden anunciando aprobacion di un otro Programa di Suplemento pa Pension cual lo aumenta nan entrada mensual. En coneccion cu e Suplemento di Pension despues di retiro aki — Lago su di diez desde 1971 — nos a haci Presidente Golden algun pregunta:

P. Sr. Golden, hopi ta ser skirbi y hiza e temponan aki tocante di e efectonan di inflacion ariba entrada di pensionistanan. Com Lago ta mira e problema aki?

C. Esaki ta un problema pa cualkier persona cu mester biba ariba un entrada relativamente fiho. Esaki ta un problema enfrentá den prácticamente tur país y no tin solucionnan simple pesey.

Claramente, esaki ta un problema cual ta requeri esfuerzonan di gobierno, donjo di trabao y e persona mes.

Gobierno no solamente mester confronta cu e condicionnan cu ta trahando pa stimula e curva inflacionario, pero tambe pa establece un programa nacional di beneficio pa behez cual ta tuma inflacion den consideracion. Den Antillas Neerlandes e programa di Gobierno ta ahusta na cambionan den e índice di costo di bida.

E individuo mester crea den su planeamento personal pa retiro e reconocimiento cu inflacion probablemente lo continua durante su anjanan di retiro. Cu esaki en mente, el mester planea for di antemano, mientras cu ainda el ta empleá, pa aumenta seguridad financiero durante e anjanan di retiro.

Den caso di Lago mes, nos ta reconoce cu entrada di pension ta ser reduci door di inflacion na e mesun manera cu salario. Esey ta un di e motibonan pakiko nos a mehora e plan di pension anja pasá pa asina pensionnan ta basá awor ariba un persona su nivel di ganashi cerca di e fin di su carera en vez di ariba e averahe di su carera. Esaki kier meen cu inflacion ta reflehá por lo menos den cuminzamento di retiro den entrada di pension.

Despues di retiro, Compania e asisti pensionistanan pa medio di su Programanan di Suplementacion di Pension.

P. Bo por bisa nos algo tocante di e Programanan di Suplementacion di Pension aki?

C. Tur anja for di 1971 Gerencia di Lago e studia e movimiento of cambionan den costo di bida den Antillas Neerlandes y ora cu e índice di costo di bida e move significamente, nos a duna pensionistanan di Lago un suplemento pa yuda reemplaza algo di e capacidad pa cumpra cu e ser perdi pa motibo di inflacion.

P. E programan aki ta costoso?

C. Sigur cu sí. Naturalmente, ta depende na ki porcentahe e inflacion ta ocurri. For di 1974 Lago a otorga yudanza na nos pensionistanan di 8.5 million florin.

E programa mas reciente aprobá pa e anja aki cuminzando 1 di Juli 1980 lo costa Lago como 1.8 million

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Annuitant's Monthly Income Gets Boost

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the point of retirement is reflected in pension income.

After retirement, the Company has aided annuitants through its Annuity Supplementation Programs.

Q. Can you tell us something about these Annuity Supplementation Programs?

A. Each year since 1971 Lago Management has reviewed the cost of living movement in the Netherlands Antilles and when the cost of living index moved significantly, we granted Lago annuitants a supplement to help replace some of the purchasing power lost to inflation.

Q. Are these programs costly?

A. Yes, they are. Naturally, it depends on the rate of inflation that occurs. Since 1974 Lago has granted assistance to our annuitants of 8.5 million Florins.

The Program most recently approved for the year beginning July 1, 1980, will cost Lago about 1.8 million Florins and will benefit about 1500 Lago annuitants.

Q. You say these are annual programs. Does this mean they can be discontinued?

A. We do review the facts each year and there is no guarantee that the



"The pension supplement clearly demonstrates Lago's concern for its annuitants," says President Jerry Golden.

"E suplemento di pension claramente ta demonstra Lago su preocupacion pa su pensionistanan," Presidente Jerry Golden e bisa.

Program will be renewed from year to year. It depends on the inflation rate and the Company's financial condition.

However, we have renewed the Program in each of the past ten years. I think this clearly demonstrates Lago's interest in helping our annuitants to enjoy their retirements more fully.



R. C. Tackling

Ronald Tackling Promoted To Senior Engineering Post In Mechanical - IEM Division

Effective June 1, 1980, Ronald "Ronny" C. Tackling of Mechanical - Instrument/Electrical Machinery Division was promoted to Senior Engineer. Ronny's promotion is in recognition of his contributions in the Rotating Section where he is involved in analysis and problem solving of rotating machinery.

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Daphne Lichtenstein and Loyda Vianello, third grade students of the Seroe Colorado School, hand a class donation to Mrs. Utahna Barros, Directress of the Casa Cuna. The class made Fls. 100 on 3000 egg cartons collected from community residents and returned to chicken farms during a five-month period after study on paper recycling last year. The students plan to continue to assist the children's home in Pos Chiquito with proceeds from their small business.

Daphne Lichtenstein y Loyda Vianello, estudiante nan di derde klas di Seroe Colorado School a entrega un donacion di Fls. 100 na Sra. Utahna Barros, Directriz di Casa Cuna. Henter e klas a colecta 3000 caha di webo y bende nan bek cu chicken farmnan despues di un estudio tocante pone papel bek den uso. E muchanan tin plan pa sigui yuda Casa Cuna cu ganashi di nan negocio chikito.



Seroe Colorado fourth graders invited Dr. Hartog, Dutch author of many books on the history of the Netherlands Antilles to answer questions on the history of Aruba. The half-hour session was so interesting, that Dr. Hartog himself volunteered to return for a one-hour session on May 27. For the students it was a wonderful opportunity to talk to the Dutch historian, and for Dr. Hartog himself, the experience was quite unique. Although he gave many lectures on history in the past, this was his first direct contact with children, an occasion which gave him much satisfaction.



Ariba invitacion di muchanan di vierde klas di Seroe Colorado School, Dr. Hartog, autor di hopi buki di historia di Antillas Neerlandes, a contesta hopi pregunta tocante di Aruba. E sesion di mei hora tabata asina interesante cu Dr. Hartog mes a decidi di bolbe pa un hora dia 27 di Mei. Tabata un oportunidad unico pa e muchanan, y pa Dr. Hartog mes, kende apesar di a tene hopi charla tocante di historia den pasado, tabatin contacto directo cu mucha pa di promer biaha, locual el a gusta masha.

Service Milestones 25 and 30-Year Service Awards



Paulus Faarup
Ind. Security - Lago Police
30 years
June 2, 1980



Girigorio Brion
Technical - Mech. Eng.
25 years
June 2, 1980



Francisco Solognier
Ind. Security - Lago Police
30 years
June 13, 1980



Juan Boekhoudt
Mech. - Tradesman Other
30 years
June 16, 1980



Francisco L. Loefstok
Process - Utilities Div.
25 years
June 23, 1980

Tackling Promoted

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Ronny joined Lago in 1969 as a Safety / CYI Clerk in Employee Relations - Safety Section after attending the University of Oklahoma where he studied Chemical Engineering. After working in the Safety Inspector categories, he became Safety Inspector A in 1971. The following year he was awarded a scholarship under the Lago Educational Assistance Program to study Industrial Engineering at the Rhode Island University in Rhode Island. After obtaining his B.S. degree in 1974, he was assigned to Mechanical Engineering - Project Engineering Section. He later also worked in the Engineering Technical Services Section.

In 1978, Ronny transferred to the Instrument / Electrical Machinery Division. Most recently Ronny was appointed Chairman of the Rotating Equipment Team which deals with special machinery problems.

Ronny has followed the Effective Supervision, Kepner-Tregoe, Mechanical Engineering, Process Economics, Scott Air-Pak courses and fire training courses at Lago as well as at the Texas Fireman's School.



30-ft High platform erected by Lago around DC-10 rear end enabled airline technicians to work comfortably and safely.



Plataforma di 30 pia halto construí door di Lago rond di e parti trasera di e DC-10 a haci posible pa técnico-nan di e linea aerea traha comfortable-mente y cu seguri-dad.



Lago Helps American Airlines Meet Target For Replacement of DC-10 Engine in Aruba

As the gigantic American Airlines DC-10 N124AA was getting ready to leave Aruba on Sunday, May 25, American Airlines Mechanic Lothar van Eer discovered a problem with the aircraft's rear engine during a routine pre-departure maintenance inspection. American Airlines authorities on the island cancelled the flight to New York via Curaçao and arranged for the arrival of another DC-10 from Puerto Rico a few hours later.

In an unprecedented situation in Aruba, in which Lago would play an important role, AA's representatives decided to replace the engine right here at the Princess Beatrix Airport, as soon as a replacement arrived from their headquarters in Tulsa, Oklahoma along with a team of AA technicians. The entire operation of removal, installation and testing of the new equipment was set at 72 hours. AA's General Manager for the Netherlands Antilles Mr. David W. Cook and his assistant Mr. Ceferino Mendez moved fast to make the necessary arrangements to meet the deadline. Because of the location of the engine high up at the rear end of the plane, a special platform was required to enable the AA technicians to work freely, comfortably and safely. The erection of the platform had to begin right away, pending the arrival of the team who were bringing all necessary equipment and accesso-

ries for the mechanical operation the same day.

After exhausting their resources, AA authorities contacted Lago for assistance on Monday morning. The Mechanical Department was given their request and Mr. Edgar Coffi of Lago's Refinery Maintenance Zone was dispatched immediately to size up the needs. He set everything in motion to provide the necessary scaffold material and contracted manpower from Aruba Painting so that a 30-ft high platform could be erected in the minimum time possible. The platform would have to support simultaneously ten men engaged in the removal/installation operation.

In nine hours — from 2 p.m. to 11 p.m., fourteen men erected the high structure around the rear end of the DC-10. While preliminary work began by the airline team, Lago's contracted men used about 100 "Gold Medal" scaffold piping to erect the structure and installed the required planks for the platform, under guidance of two Aruba Painting supervisors. The overall operation was alternately supervised and coordinated by Edgar Coffi of the Refinery Maintenance Zone and Pedro Arends of the Contract Execution Zone.

In the hours which followed, seventeen airline technicians — in interchanging shifts — worked at a fever-

American Airlines Ta Cambia Motor di DC-10 Rapidamente Na Aruba Cu Yudanza di Lago

Ora cu e gigantesco American Airlines DC-10 N124AA tabata ser prepará pa sali for di Aruba ariba Diadomingo, 25 di Mei, Mecánico di American Airlines Lothar van Eer a descubri un problema den e avion su motor trasero durante un inspeccion di man-tencion di rutina cual ta ser haci promer cu vuelo. Autoridadnan di American Airlines ariba nos isla a cancela e vuelo pa New York via Curaçao, y a haci arreglo pa e yegada di un otro DC-10 for di Puerto Rico algun hora despues.

Den un situacion sin precedente aki na Aruba, den cual Lago a hunga un rol importante, American Airlines su representantenan a decidi pa remplaza e motor aki mes na Aeropuerto Prinses Beatrix, tan pronto cu e otro motor nobo lo a yega for di nan sede na Tulsa, Oklahoma hunto cu un equipo di técnico di American Airlines. E trabao completo di kita, instalá y haci pruebanan cu e equipo nobo a ser fihá na 72 hora. Gerente General di American Airlines pa Antillas Neerlandes Sr. David W. Cook y su asistente Sr. Ceferino Mendez a tuma accion rápido pa haci e arreglo-nan necesario pa alcanza e fecha stipula. Pa motibo di e posicion di e motor te na halto na e parti patras di e avion, un plataforma special tabata necesario pa haci posible pa e técnico-nan di American Airlines por a traha libremente, confortablemente y cu seguridad.

E construccion di e plataforma mester a cuminsa mes ora pendiente yegada di e personal cu tabata trece tur equipo y accesorio necesario pa e operacion mecánico e mesun dia.

Despues di usa tur nan recursonan, e autoridadnan di American Airlines a tuma contacto cu Lago pa yudanza ariba Dialuna mainta. Mechanical Department a ser duná nan peticion y Sr. Edgar Coffi di Lago su Refinery Maintenance Zone a ser mandá inmediatamente pa huzga loque tabatin mester. El a prepara tur cos pa suministra e material di stelashi necesario y trahadornan contratá di Aruba Painting pa nan traha un plataforma di 30 pia halto den un tempo mínimo posible. E plataforma lo mester a soporta peso di simultáneamente diez homber trahando ariba operacionnan di desmantelamiento y instalacion.

Den nuebe hora — di 2 p.m. pa 11 p.m., diez-cuatro homber a traha e estructura halto rond di e parti patras di e DC-10. Mientras cu e team di e linea aérea tabata cuminsa ariba tra-

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Presenting the plaque to Jacinto Ras on behalf of his colleagues is Hendrik Fuojaah, the Dordrecht graduate with the longest service at Lago. Jacinto will present the plaque to the HTS faculty when he returns to Holland.



Presentando un plaket na Jacinto Ras na nomber di su coleganan ta Hendrik Fuojaah, e graduado di Dordrecht cu mas servicio na Lago. Jacinto lo presenta e plaket na e facultad na e HTS ora cu e regresa Hulanda.



The six Dordrecht graduates working at Lago can be seen here in front of the G.O.B. They are: (l to r): Alvin Koolman, Charlie Richardson, Rudy Koopmans, Hendrik Fuojaah, (insert) Wilkinson Leslie and Jossy Laclé.



E seis graduadonan di Dordrecht cu ta traha na Lago por ser mirá aki dilanti di Oficina Principal. Nan ta: Alvin Koolman, Charlie Richardson, Rudy Koopmans, Hendrik Fuojaah, den òrdèn abao: Wilkinson Leslie y Jossy Laclé).

Lago Engineers Present Plaque to HTS Dordrecht For Contribution In Their Career Development

In a gesture of appreciation towards their alma mater, six Lago engineers met with an HTS student on practical training at Lago to enjoy dinner at the Cattle Baron Restaurant on Friday, June 13. The pleasant reunion was to honor the HTS Dordrecht in Holland, which has molded their careers and which, they feel, has indirectly contributed to the welfare and progress of our island.

During the very animated reunion, wherein the group reminisced over the wonderful and sometimes hectic college year, the engineers honored their college by presenting a plaque to Jacinto Ras, the final-year HTS Dordrecht student who will be returning to Holland next month. He in turn, will make the official presentation on behalf of Lago's engineers and will convey their message of loyalty and appreciation to the HTS faculty of Dordrecht.

The idea to honor the Dordrecht institution occurred some time ago, when a group of engineers were discussing their college years, and discovered that several among them had studied at Dordrecht. After checking

around, they found out that there are presently six Dordrecht HTS graduates employed at Lago. Because all of them had much praise for the school's system and faculty, they decided to have a plaque made with an appropriate inscription as lasting proof of their gratitude and admiration for the college.

The plaque, in a scroll design and with the inscription "To HTS Dordrecht in appreciation of efforts expended in shaping our careers" and listing the names of the ex-students, was presented to Jacinto Ras by Hendrik Fuojaah in the presence of the engineers and their guests. Of the group, Hendrik is the Dordrecht graduate with the most Lago service — ten years. He is a Chemist in Technical - Analytical & Conservation - Laboratories at present. The most recent Dordrecht graduate at Lago is Alvin Koolman, who studied Chemical Technology, and who has been with Technical - Process Technical Services since February this year after completing his practical period at Lago.

The other Dordrecht HTS graduates

Entrada Mensual

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florin y lo beneficia como 1500 pensionista di Lago.

P. Do ta bisa cu esakinan ta programanan anual. Esey kier mear cu nan por ser descontinúa ?

C. Nos ta studia e casonan tur anja y no tin garantia cu e Programa lo ser renobá di anja pa anja. Ta depende di e proporcion di inflacion y Compania su condicion financiero.

Sin embargo, nos a renoba e Programa den cada uno di e diez añanan cu a pasa. Mi ta kere cu esaki claramente ta demostra Lago su interes den yuda nos pensionistanan disfruta mas plenamente di nan retiro.

are Charlie Richardson (chemical engineer) presently assigned to T.I.C., Jossy Laclé, a mechanical engineer, who obtained his Business Economics degree at Dordrecht and is presently Zone Supervisor in Mechanical - Materials - M&C; Rudy Koopmans (mechanical engineer), a Senior Engineer in Technical - Project Development Division, and Wilkinson P. Leslie (chemical engineer) a Process Foreman in Process - Fuels Division.

Nelo Emerencia To Set Up Housekeeping Policy Stressing Management/Employee Involvement

Since early June, Nelo Emerencia has undertaken a special assignment of CLEAR (Clean Environs Aruba) Administrator. His responsibilities will encompass the development, implementation, supervision and stewardship of a program to upgrade the overall appearance and housekeeping effectiveness of the entire refinery complex. In this new job, Nelo is reporting directly to the Process and Mechanical Managers, and will be working with the Division Superintendents in both departments. The establishment of this position reflects Management's recognition and perceived need to make a substantial improvement in the quality of our work place.

As Nelo explains, there are two key-elements in this program which make it different from "housekeeping programs" in the past. Firstly, there is the commitment by Management to continuously emphasize and support housekeeping as a high priority activity. To this end, Nelo is currently defining standards and procedures to be adopted by Executive Management as a "Lago Housekeeping Policy".

The second key-element is to motivate the individual employee to "work clean" as a habit. It is the

responsibility of each one of us to maintain our work place clean and nobody should have the illusion that cleaning up is someone else's responsibility.

To meet this goal, Nelo is developing a program to correct and improve facilities and conditions, deteriorated by the elements of Mother Nature. The program will also improve the general appearance of some refinery areas to meet the standards, and thus provide the employees with a clean environment. But, in addition, the employees will be provided with the training, tools and facilities to sustain good housekeeping in their respective areas. Through contacts and sessions with the employees and supervisors, Nelo hopes to establish an exchange of information: the group's input to Lago's housekeeping efforts, and Management's continuing emphasis on sustained good housekeeping practices.

It is obvious that this effort will require the support and participation of every Lago employee. With your cooperation, we will have at all times a clean working environment at Lago, because we deserve it. Off-and-on clean-up campaigns will then belong to the past.

Lago Ta Yuda American Airlines

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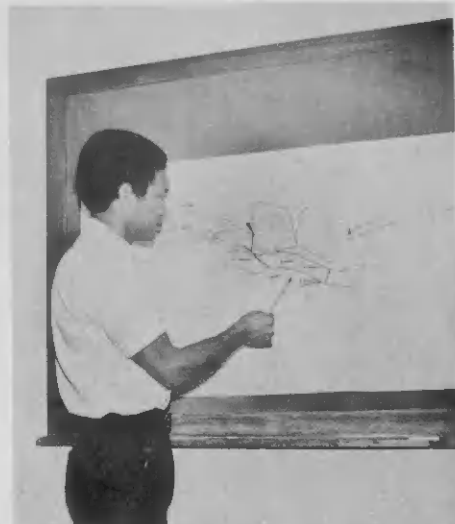
baonan preliminar, Lago su hendenan contratá a usa como 100 tubo di stelashi "Gold Medal" pa traha e estructura y a instalá e tablonnan pa e plataforma, bao guía di dos supervisor di Aruba Painting. Henter e operacion a ser supervisá y coordiná pa turno door di Edgar Coffi di Refinery Maintenance Zone y Pedro Arends di Contract Execution Zone.

Den e horanan cu a sigui, diez-siete técnico di e línea aérea — intercambiando warda — a traha cu gran empeño pa caba dentro di e hora stipulá di 72 hora pa reemplaza e motor di 26 pia largo y 6 pia den diámetro cual ta un turbina di gas di 50,000 forza di cabai.

Cu excepcion di e plataforma suministrá pa Lago, ningun otro equipo of facilidadnan local a ser usá. Mayoría di American Airlines su aparatonan pa hiza den e trabao aki, tabata construí den e parti trasero di e jet mes. Trahando eficientemente y expertamente, e técniconan di Ameri-

can Airlines a prepara e DC-10 pa e testnan inicial obligatorio cual a ser haci for di 6:30 pa 8'or Diarazon anochi door di expertonan cualnan a bini specialmente for di John F. Kennedy International Airport. E testnan a demostra cu e instalacion tabata 100 por ciento perfecto y — segun plan — e DC-10 a regresa pa e Aeropuerto Internacional John F. Kennedy na New York pa continua su vuelonan normal.

Lago su reaccion inmediato pa prepara e lugar pa e expertonan di e línea aérea por a traha, a hunga un rol importante den e comienzo di e operacionnan mecánico sin pérdida di tempo, haciendo posible cu e autoridadnan di e compañía di aviacion por a completa e cambio completo di e motor den 54 hora, 18 hora mas tempran cu a ser planeá. Na mesun tempo, Lago su cooperacion a yuda e línea aérea mantene nan plannan di vuelo, haciendo posible pa e industria turístico di nos isla por a continua su ritmo normal.



Nelo Emerencia studies critical areas on map of the refinery to be handled first in housekeeping program.

Nelo Emerencia ta studia areanan critico ariba mapa di refinaria cual lo ser trata promer den programa di limpieza.

Emerencia

(Continuá di página 1)

pieza continuamente como un actividad di alta prioridad. Cu e fin aki, Nelo actualmente ta definiendo normanan y procedimientonan pa ser adoptá door di Gerencia Ehecutivo como un "Póliza di Limpieza di Lago".

E segundo factor-clave ta pa motiva e empleado individual pa "traha limpi" como un costumber. Ta e responsabilidad di cada un di nos pa mantene nos lugar di trabao limpi y ningun hende mester tin e ilusion cu hacimento limpi ta responsabilidad di otro hende.

Pa yega na e meta aki, Nelo ta desarrollando un programa pa corregi y mehora facilidadnan y condicionnan, deteriorá pa elementonan di Madre Naturaleza. E programa tambe lo mehora apariencia general di algun area di refinaria pa keda dentro di e normanan, y asina crea un ambiente limpi pa empleadonan. Pero, ademá, empleadonan lo haya entrenamiento, hermentnan y facilidadnan pa mantene bon limpieza den nan respectivo area di trabao. Pa medio di contactonan y sesionnan cu empleadonan y supervisoran, Nelo ta spera di establece un intercambio di informacion: e grupo su aporte na Lago su esfuertonan pa limpieza, y Gerencia su continuo enfasis ariba bon practicanan di limpieza mantení.

Ta evidente cu e esfuerzo aki lo requeri e apoyo y participacion di tur empleado di Lago. Cu Bo cooperacion, nos lo tin tur ora bai un ambiente limpi di trabao na Lago, pasobra nos merecéle. Campanjanan di limpieza de vez en cuando anto lo pertenece den pasado.



Students in the 1980 Summer Training Program for College Students are flanked here by Elias Fingal at left, and Stefford Courtar at far right in the Administration Building on Monday, June 16.

Estudiantenan den Programa di Entrenamento den Verano pa Estudiantes in Colegio pa 1980 na Administration Building Dialuna, Juni 16, hunto cu Elias Fingal (robez) y Stefford Courtar (drechi) di Employee Relations.

Record Number of Students In Summer Training Program

On June 16, forty students, who are on vacation from colleges abroad, started at Lago under the Company's Summer Training Program for College Students. They were welcomed at the Administration Building by Elias Fingal and Stefford Courtar of the Employee Relations Department after which followed an introduction about the Lago organization and the students' responsibilities during their assignments. At the end of their orientation program, which included a refinery tour, their supervisors or contact person during the eight-week training program, took them to their respective work location.

Over sixty students — a record number — applied for participation in the summer training program this year. The forty students accepted in the program — also a record — represent the majority of applicants, all of them who were placed in the meaningful jobs available in the company. In their selection, priority was given to students whose educational background best matches the available job opportunities.

In what may be deemed a learn-and-earn program, the students are given the opportunity to become acquainted with a work environment which may give them the experience they need for their future careers.

The Summer Training Program will close on August 8, 1980.

Lago Helps American Airlines

(Continued from page 5)

ish pitch to meet the 72-hour deadline to replace the 26-ft long, 6-ft. in diameter engine — a 50,000 HP gas turbine.

Except for the Lago-provided platform, no other local equipment or facilities were used. Most of AA's lifting devices for the job were built into the jet's tail end. Working efficiently and expertly, the AA technicians got the DC-10 ready for the mandatory initial tests which were carried out from 6:30 to Wednesday night by experts flown in from the John F. Kennedy International Airport. The tests showed that the in-

stallation was 100 percent perfect and — according to plan — the DC-10 returned to the JFK International Airport in New York to resume normal flights.

Lago's immediate response in setting the stage for the airline experts played a major role in beginning the mechanical operations without delay, enabling the airline authorities to complete the entire engine change in 54 hours, 18 hours ahead of their plan. At the same time, Lago's cooperation helped the airline maintain their flight plans, while affording the island's tourist industry to continue its normal pace.



Newly hired Process employees following the Refinery Basics Course, while on refinery tour, are: (front row): Nazario V. Larmonie, Frankle Garcia, Gerald M. Wever and Elias Fingal Jr. Standing are (l to r): Rutillo L. Franken, Luis B. Curiel, Orlando T. Croes, Mario D. Raemijn, Paul Zijlstra and Silvio R. Vrolijk.